

Italians Surprise Austro-Germans in Mountain Tunnel; Trap 5,000 Men



While the Austro-Germans have constantly defeated the Italians in the recent drive along the mountainous regions of Northern Italy, there have been instances where the Italians have made brilliant rallies. This picture shows one of them. Here they found a tunnel in the mountainside which the Austro-Germans used as a short cut to the line of attack. The Italians took the enemy unawares at this point, drove them back and captured many prisoners who were caught in the tunnel. A group of Italian infantrymen are shown entering the tunnel after the retreat of the foe. The rally cut off perhaps 5,000 men in the trap most of them died or were made prisoners.

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means that the patient is given constant attention; that the regime which is found to be best adapted to the case is rightly adhered to; that a resident physician is at hand all of the time, studying the case and adapting the treatment to it; that nursing service is the best. All of these things mean improvement, greater comfort and possible recovery. Hazelwood is operated without profit by the Louisville Anti-Tuberculosis Association. Rates \$12.50 a week. Write for detailed information.

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Children Cry for Fletcher's

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

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Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other narcotic substance. Its age is its guarantee. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic and Diarrhoea; allaying Feverishness arising therefrom, and by regulating the Stomach and Bowels, aids the assimilation of Food; giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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In Use For Over 30 Years
The Kind You Have Always Bought

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AT 10 A. M.,

Saturday, Dec. 15,

30 BUSINESS AND PLEASURE HORSES 30,
Brood Mares, Colts and a Few
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12 Buggies and Harness, practical-
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COL. A. S. TRIBBLE, Auctioneer.

Children Cry FOR FLETCHER'S CASTORIA

Things to Worry About.
There are at least 300 passages in the works of 70 famous English authors in which a preposition is used at the end of a sentence.

One Thing Unchanged.
"The price of everything has gone up." "No; talk is cheap as ever."—Boston Transcript.

To feel strong, have good appetite and digestion, sleep soundly and enjoy life, use Burdock Blood Bitters, the family system tonic. Price \$1.25.—Advertisement.

PUBLIC SALE

FARM EQUIPMENT AND LIVE STOCK

Thursday, December 13, 1917.

On above date we will sell at auction our entire equipment and live stock necessary to the operation of a 500-acre farm.

Terms made known on day of sale.
Col. H. L. Iglehardt, Auctioneer.
Penny barbecue on grounds.

GARROTT & PATCH,
Oak Grove, Ky.

MRS. C. M. GREEN'S Farm.

One of Her Irons in the Fire

By ETHEL HOLMES.

(Copyright, 1917, Western Newspaper Union.)

I have always believed in marriage, domestic life, children, and all that. There is nothing of the strong woman about me. I naturally cling to something stronger than myself: I am one of those stupid creatures whom men usually prefer to women more like themselves. Why they do so I am unable to understand.

I was very fond of Charlie Owens, but Charlie was not much to cling to, and though he loved me I was unwilling to marry him because I feared that poverty would fly in at the door and at the same time love would fly out at the window.

If I was stupid I had sense enough to turn Charlie down. But there my sense ended. I was bound to find someone to cling to, and since I knew no man who wanted me or I wanted, I resorted to an advertisement. Not that I condemn advertising, for I don't know anything about it, but advertising for a husband or a wife is not usually resorted to by persons of good sense.

I received two replies, one from a countryman evidently not highly educated and another from a person who by his orthography, English and evident delicacy I judged to be a gentleman. He signed himself Emory Perkins. He said he knew by the tenor of my advertisement that I was a lady, that he was looking for a wife, and saw no reason why he should not find one through the medium of a newspaper than any other article he wanted.

Mr. Perkins and I fell into quite a correspondence. He did not seem to be in a hurry to meet me; saying that he was expecting every day to make a lot of money. It would be time enough to meet me when he could offer me a home. This looked a little as if he were one of those men with "irons in the fire," but he was too honorable to proceed with his suit until he could make me comfortable, so I did not drop him. Besides, his letters were delightful.

This was in the third year of the big war and congress had voted a large sum for aviation. All the inventors in the United States were trying to add some improvement to the air machine model which was to be copied in large numbers. One morning I read in a newspaper that someone had produced a substance very light and not inflammable, which was being tested as material for certain parts of the government airplane.

In a letter to him I inclosed the article and jocosely accused him of being the inventor referred to. He replied jocosely, asking me how I had learned his secret.

At this time Charlie Owens came to see me very seldom. This piqued me. One day on meeting him on the street I asked him why he did not come to see me any oftener. He said that he was very busy. One of the irons he had in the fire was looming up. He was not sure but that he was about to make a fortune. If he did he would have plenty of time to spend with me. I laughed at him, calling him Johnny Look-in-the-Air. He retorted that it was better to look up than to look down and hurried on.

I was beginning to despair of getting a husband and about to make up my mind to advertise for a position in which I could make my living by my own exertions, when suddenly the situation was completely altered. I saw in a newspaper the announcement that the standard model for the airplanes to be constructed for the government had been decided upon and contracts for hundreds of thousands had been let.

"Well," I remarked, "I dare say some man's iron in the fire has been turned into gold."

Scarcely had I spoken the words when there was a ring at the doorbell and the postman handed in the mail. One of the letters was from my matrimonial correspondent. I opened it and read:

"A matter of business which I have had on hand for some time—an iron in the fire," I muttered to myself—"has materialized, and in case, after meeting, we are suited with each other, I am in a position to offer you a home. I therefore beg that you will grant me an interview."

I caught my breath. Not that I was about to come face to face with a wooer I had never seen I drew back. All of a sudden it rushed upon me that I was about to give up the only man I loved. I hesitated, in case we should not be antagonistic, between this man who was able to provide for me and Charlie Owens, who was always looking in the air for a fortune.

Common sense prevailed over love. I made an appointment for the next evening to receive my problematical wooer.

When the doorbell rang sharply at the appointed time, it sent a tremor through me; then a footstep in the hall, and Charlie Owens stood in the doorway.

"Sweetheart," he said, "one of my irons in the fire has brought me a fortune. My airplane material is a success. I shall reap a million; will you share it with me?"

"And you are my correspondent?" I asked.

"Yes, I saw your note containing your advertisement on the table before you posted it."

One of my own "irons in the fire" has materialized. I am engaged to Charlie.

Highway Improvement

NATIONAL SYSTEM OF ROADS

Expert at National Capital Illustrates How Scheme Is to Be Brought to Successful End.

The establishment of a national system of highways is greatly facilitated by the federal aid road law, which compels all the states that would share in its benefits—and that means all of the states—to equip themselves with state highway departments. With these state highway departments devoting their attention to the building of state systems of main, through-line highways, every condition is favorable for the next and crowning act—the establishment of a national system of highways.

By way of illustrating how a national system of highways is about to be evolved by easy and logical stages, an expert at the national capital made the following statement:

"Gradually the state has made itself a compelling factor in the handling of local road problems and, as a logical sequence, the federal government, first through educational activity and later by the financial aid provided by the federal aid law, has made itself a powerful factor in the working out of the state highway problems. The next logical step follows the same course which has been pursued by the state governments, namely, the broadening of federal participation to provide for the establishment of a system of national highways."

"This policy can be put into effect without disturbance of existing organizations, without providing new means of finance and with but little change in existing laws. The process would logically take a course somewhat as follows:

"1. The state highway departments and the federal office of public roads would make an initial selection from existing state highway systems of those highways which are of interstate importance.

"2. A system thus selected would be approved by congress, with the requirement that federal funds be applied only to such system on and after a specified date.

"3. The federal aid should be extended to maintenance as well as construction, as the national system of highways should have for all time a close relationship with the federal government.

"Some of the states already have made plans for utilizing the aid granted by the federal aid road act on roads which could not properly be included in a national system. But this need



Concrete Road in Mississippi.

not cause extreme conflict, as the federal funds for the first three or four years' operation of the present act could continue to be applied as now planned. The appropriations for the first two years are already available and considerable time necessary must elapse before the national system could be laid out and made ready for the application of federal funds.

"In all probability the new scheme would come into effect as an extension of the present federal aid road act."

WHY FAMILY MOVED TO TOWN

Compelled to Make Change Because of Poor Schools and Bad Roads—Remedy for Poverty.

"Why don't they go on to a farm?" is the question with which many men dismiss from their minds the story of some poverty-stricken family. The chances are five to one that that same family was induced to move to town because of poor schools and poor roads in the country. The remedy for much of the poverty now in our towns is good roads and good schools in the country. Why should not country schools be given the same attention given city and town schools? Why should not the children be permitted to go to them over good roads with dry feet, instead of wading through mud and water? Good roads will make the country a better place in which to live.

Cull Growing Flock.

Cull the growing flock of chicks as much as possible, market all that are in any way inferior but in good health, and kill and bury all which seem weak or sickly. It will not pay to keep any but the strongest and best chicks.

Prevent Tuberculosis.

To prevent tuberculosis, all milk and milk products should be cooked before being fed to hogs. To control hog cholera use sanitary precautions and hog cholera serum treatment.